ILLINOIS STATE TRANSPORTATION PLAN

Transportation Policies and Goals For The 21st Century

2005

Illinois Department of Transportation

CONNECTING

ILLINOIS

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TRANSPORTATION POLICIES AND GOALS

Illinois Department of Transportation

December 2005

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ILLINOIS DEPARTMENT OF TRANSPORTATION

MISSION: To provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity and demonstrate respect for our environment.

VISION: To be recognized as the premier department of transportation in the nation.

GUIDING PRINCIPLES: Safety Integrity Responsiveness Quality Innovation

INTRODUCTION

This document outlines the Illinois Department of Transportation (IDOT) policies and goals that make up the long-range, statewide transportation plan. This plan is required by state legislation in order to outline a policy framework that will guide development of Illinois' multi-year, modal investment programs. This plan serves to update and supersede all previous state transportation plans for Illinois. Illinois' investment strategies will emerge within these multi-year programs and lead to specific projects. This plan outlines the fundamental policies or goals that guide annual and multi-year project development but is not intended to address specific project needs.

Feedback from a variety of sources has been considered and incorporated in developing this plan, including comments from seven regional public forums held throughout Illinois during November and December 2005. The Department's draft plan, which identifies transportation systems and assets, potential issues and priorities, and the state's transportation financing structure has been made available for comment at the public forums and posted for comment on the Department's internet website prior to these meetings. This plan also incorporated ideas from various interest groups collected in recent months concerning disadvantaged populations, rural access, aging, the environment, tourism, and economic development, and from letters regularly received from motorists and other stakeholders.

Public involvement concerning this plan, the planning process, and the resulting modal investment programs are some of the Department's ongoing activities. Please send any comments, inquiries, or other communications about this plan, the planning process, or its resulting programs to the following:

State Transportation Plan Coordinator
Office of Planning and Programming
Illinois Department of Transportation
2300 South Dirksen Parkway, Room 307
Springfield, Illinois 62764

I. ILLINOIS' TRANSPORTATION SYSTEM

- Nearly 140,000 miles of roads and streets and more than 26,400 bridges carrying nearly 300 million vehicle-miles of travel daily.
- 47 public transit systems with 5,700 transit vehicles serving nearly 600 million passengers a year.
- 52 privately owned freight railroad companies operating on 7,380 miles of rail line.
- 50 Amtrak trains per weekday serving more than 3 million passengers a year, including 20 state-supported trains serving 833,000 Illinois-based passengers.
- 12 privately owned intercity bus companies.
- 83 public airports (11 with regular airline service) and 54 private airports.
- Nearly 1,900 miles of the nearly 16,500-mile state highway system are suitable for bicycling.
- 140 intermodal freight transfer facilities and 35 major passenger intermodal transfer points for intercity rail, bus and air transportation.

Illinois' transportation system includes privately and publicly owned and operated facilities. For more than a century, Illinois' central location within the United States and its historical prominence in agriculture, manufacturing, and commerce have spurred development of an extensive and highly used system of transportation and services.

HIGHWAY TRANSPORTATION

Illinois has the third largest roadway network overall in the nation with approximately 140,000 miles of highways, streets, and roads, and more than 26,400 bridges. This network ranges from heavily traveled urban streets and expressways to very lightly used rural roads and carries nearly 300 million vehicle miles of travel in a typical 24-hour period. State, county, township, and municipal governments own and operate this highway, road, and street system. Illinois also is crossed by three of the nation's five transcontinental routes. The Department is committed to making all levels of the transportation system safer to travel.

STATE AND LOCAL HIGHWAYS AND ROADS

The state highway system comprises of nearly 17,000 miles of roads, including 282 miles of toll roads under the jurisdiction of the Illinois State Toll Highway Authority. Less than 12 percent of all mileage on Illinois' highway, street, and road network occurs on the state highway system, although it carries almost 65 percent of all vehicle travel miles in Illinois. The locally owned and operated road and highway system extends more than 123,000 miles and makes up 88 percent of Illinois' highway, street, and road network. This local system carries just 35 percent of traffic, although most trips begin and end on local roads.

RURAL AND URBAN HIGHWAYS AND ROADS

Rural highways and roads account for more than three-fourths of Illinois' highway, street, and road system, although this system handles less than 30 percent of Illinois' vehicle travel miles.

Most of Illinois' highway traffic problems and needs occur on the urban highway, street, and road network. These problems and needs reflect Illinois' high urban population and high urban travel demand. Despite these low traffic volumes, rural highways and roads are essential for Illinois farm-to-market transportation. These roadways also provide essential access to jobs, medical facilities, and other needed services and opportunities for residents in and near Illinois' rural communities.

INTERSTATE HIGHWAYS

Illinois opened its first interstate highway to traffic in the late 1950s and was among the earliest states to begin building interstate highways. Although construction of some of the interstate highway segments resulted in the disruption of some communities, other interstate highway segments provided relief to local residential streets that had become thoroughfares for disruptive interstate truck and car traffic. The interstate system also improved access and mobility for both Illinois citizens and for traffic passing through Illinois. Illinois now has a 2,169-mile interstate highway network.

This interstate highway network and the entire National Highway System have provided unprecedented personal mobility, safety, and economic opportunities through better access to national and international markets and have greatly improved freight transportation efficiency. Freight carriers use the interstate highway network to carry more than half of all the goods transported by highways in Illinois.

PUBLIC TRANSPORTATION

In Illinois, 47 public transportation systems carry nearly 600 million passengers a year using about 5,700 transit vehicles. These systems offer modal choices for urban and rural residents and provide critical access to employment, health care, social services, education, and other important destinations for the 14 percent of Illinois households that do not have access to private vehicles. Public transportation also greatly reduces congestion and improves air quality throughout Illinois. It is especially critical for reducing congestion during the morning and evening rush hours in the state's two largest metropolitan areas – Chicago and the metro East St. Louis area. The Department continues to work with local agency providers throughout Illinois to assist in identifying any available federal or state funds and qualifying projects for targeted service expansions and improvements. The Department also is leading strategic efforts to improve transportation coordination throughout the state, specifically to help transportation-disadvantaged populations across Illinois.

The Regional Transportation Authority (RTA) oversees three of Illinois' largest public transportation systems. These systems are the Chicago Transit Authority (CTA), Metra commuter railroad, and Pace suburban bus system. These systems collectively carry more than 95 percent of Illinois' transit riders and 17 percent of work trips in northeastern Illinois, according to the 2000 U.S. Census.

Reflecting the high public transit demand in northeastern Illinois, 92 percent of all transit vehicles are used here. This includes about 2,200 CTA and Metra rail cars, and 2,700 CTA and Pace buses. The remaining 43 public transportation systems provide service in 14 downstate metropolitan areas and 30 smaller urban and rural areas.

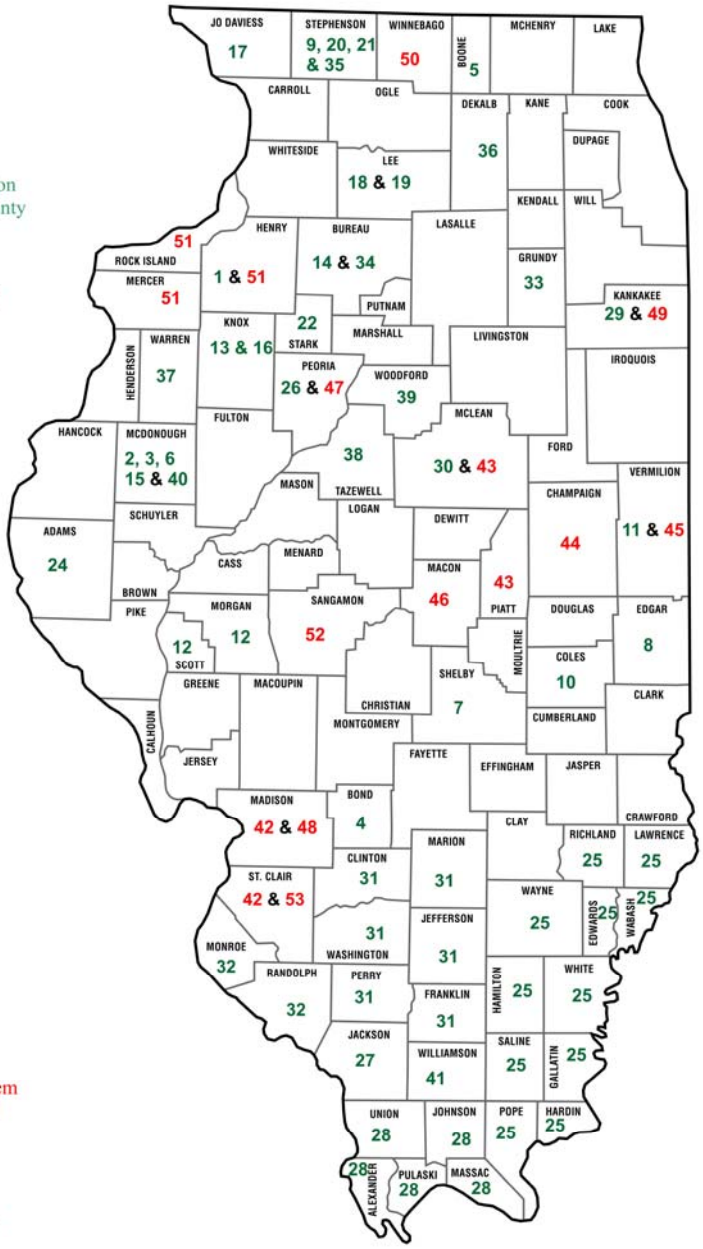
DOWNSTATE TRANSIT PROVIDERS

RURAL TRANSIT PROVIDERS

1. Abilities Plus
2. American Red Cross
3. Barry's Taxi Services
4. Bond County Senior Citizen Center Inc
5. Boone County Council on Aging
6. Bridgeway Inc.
7. C.E.F.S Economic Opportunity Corporation
8. Chester P. Sutton for Senior of Edgar County
9. City Services Cab Co.
10. Cole County Council on Aging
11. CRIS Senior Services
12. Executive Transportation, Limousine and Shuttle Services
13. Galesburg Transit
14. Gateway Services Inc.
15. Go West Transit
16. Handi-Van
17. Jo Davies Workshop Inc.
18. Kreider Services Inc
19. Lee County Council on Aging
20. Malcolm Eaton Center
21. Martin Luther King Community Center
22. MSW Projects
23. Piatt County Transportation
24. Quincy Transit Lines
25. RIDES Mass Transit District
26. Rural Peoria Council on Aging
27. Senior Adult Services
28. Shawnee Mass Transit District
29. Show Bus
30. Show Bus - Mclean County
31. South Central Mass Transit District
32. Southern Metro East Transit
33. Standard Shuttle Services Inc.
34. St. Margaret's Hospital
35. Stephenson County Senior Ctr.
36. Voluntary Action Center
37. Warren Achievement Center
38. We Care Inc.
39. We Care Inc.
40. Western Illinois Regional Council
41. Williamson County Programs on Aging

URBAN TRANSIT PROVIDERS

42. Bi-State Development Agency
43. Bloomington-Normal Public Transit System
44. Champaign-Urbana Mass Transit District
45. Danville Mass Transit
46. Decatur Public Transit System
47. Greater Peoria Mass Transit District
48. Madison County Transit District
49. River Valley Metro Mass Transit District
50. Rockford Mass Transit District
51. Rock Island County Metropolitan Mass Transit District
52. Springfield Mass Transit District
53. St. Clair County Transit District



RAIL TRANSPORTATION

Illinois has the second largest rail freight system in the nation, and Chicago represents the nation's largest rail freight hub. Fifty-two private railroad companies, ranging from national carriers to local switching companies, own or operate on more than 7,800 miles of rail line in Illinois. Illinois is served by seven national carriers and offers top-quality service for national rail freight distribution in the United States, providing direct connections to the east and west coasts, Canada and Mexico.

IDOT's rail freight improvement program focuses on helping to preserve essential rail freight service for communities and shippers faced with potential rail line abandonment.

Amtrak operates Illinois' intercity rail passenger system on tracks that the freight railroads own. Illinois offers more opportunity for rail travel than any other state. Chicago is a major national hub for Amtrak and the transfer point for ten regional and transcontinental routes. Fifty Amtrak trains provide service every weekday to 30 Amtrak stations serving Illinois and destinations throughout the nation. Illinois provides financial support for 20 of these trains to supplement the national system and provide essential service to widely dispersed areas of Illinois.

Track upgrades and technological improvements in the Chicago-St. Louis corridor, continuing service to Milwaukee, and an aggressive marketing program helped improve ridership on state trains to 833,000 passengers in 2005, a 29 percent increase since 2002.

MOTOR CARRIER TRANSPORTATION

Since Chicago is the key freight distribution hub for North America, the State of Illinois is a center for motor carrier transportation. More than 30,000 trucking firms serve businesses located throughout Illinois and 11,000 of them are based here. With a vast economic base to serve, these truckers touch all elements of the Illinois economy, such as transporting manufactured products from industries to all parts of the country, making farm-to-market shipments to Illinois grain processors and rail and water terminals, delivering coal and other mineral deliveries to Illinois ports and shipping consumer goods to retailers throughout the state. In 2005, trucks carried 63 percent of all freight moved in Illinois, representing 243 million cargo tons.

INTERCITY BUS TRANSPORTATION

Twelve privately owned bus companies provide intercity bus service in Illinois. Greyhound Lines is the largest carrier, after incorporating the former Trailways service, and operates its largest hub in Chicago. In 1982, industry deregulation allowed bus companies to reduce service on low-volume routes and operate more profitably. Yet, despite deregulation and the resulting elimination of many low-volume, unprofitable routes, decreasing ridership continues to plague companies in the industry. Intercity bus transportation has historically played a critical role in meeting rural mobility needs, but service cutbacks have made many rural residents more isolated.

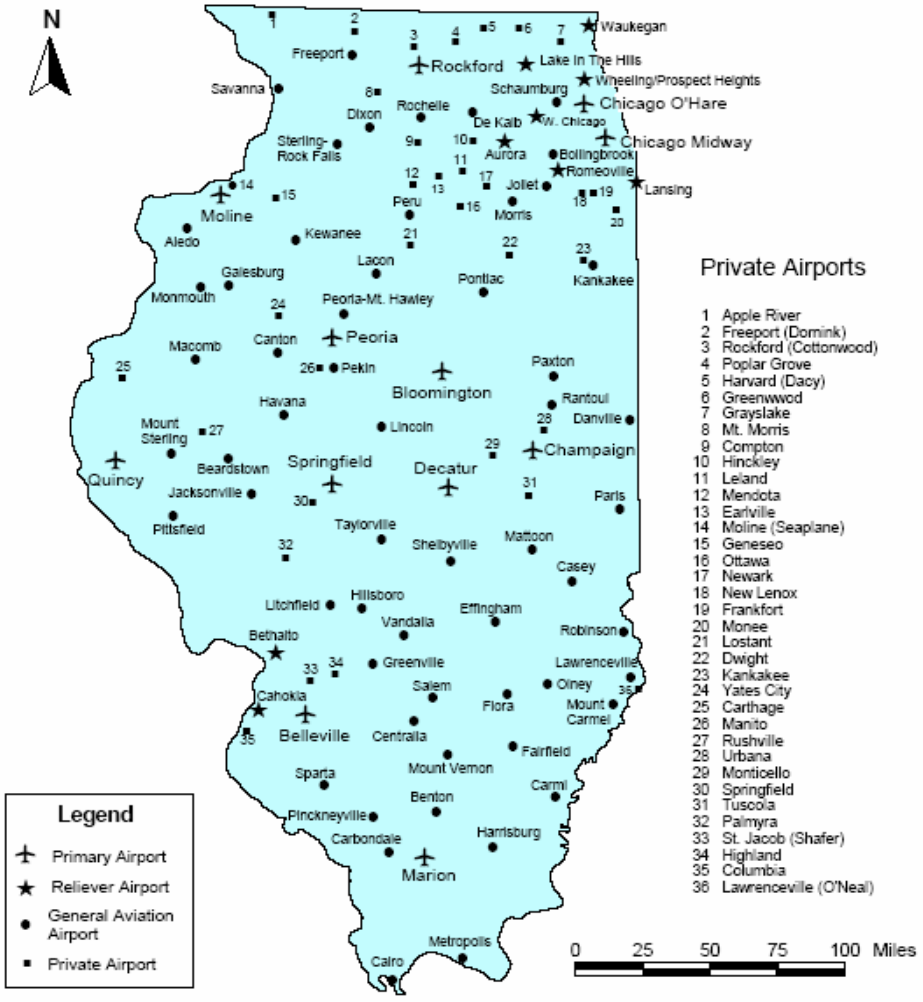
AIR TRANSPORTATION

Illinois has 137 airports which provide service to the general public. Eighty-three are publicly owned and operated and eleven of them offer regularly scheduled airline service. In 2004, Chicago's O'Hare International Airport served more than 75.5 million passengers and currently ranks as the world's busiest airport. Numerous domestic and international airlines serve it. O'Hare Airport also plays a major role in national and international freight shipments. In 2004, O'Hare's cargo facilities handled more than 1.6 million tons of freight and mail. Recently the FAA approved a Record of Decision allowing for the redevelopment of O'Hare to reduce congestion and provide additional airfield capacity.

IDOT is currently working with the Federal Aviation Administration to create an Airport Master Plan and develop a new commercial service airport in Chicago's south suburbs.

Illinois Airport Location Map

August 2005



BICYCLE AND PEDESTRIAN TRANSPORTATION

Bicycle and pedestrian transportation in Illinois has grown rapidly in recent years as more and more citizens discover the advantages of bicycling or walking instead of driving motor vehicles. Illinois has hundreds of miles of dedicated bicycle trails that were funded mainly through the Illinois Transportation Enhancement Program (ITEP) and the federal Congestion Mitigation/Air Quality (CMAQ) program since 1995. Most of the recent expansions of bicycle facilities have focused on encouraging greater use of bicycles for work and personal business commuting, especially in the state's metropolitan areas. Approximately 1,900 miles of the nearly 17,000-mile state highway system also are considered suitable for cycling. Featuring lower traffic volumes and lower motor vehicle speeds, the more than 100,000 miles of locally operated and maintained roadways throughout Illinois also offer cyclists numerous suitable opportunities.

Safe and convenient pedestrian access is an important part of transportation improvement projects in all modes. The Department works with local governments to consider and provide appropriate pedestrian amenities in conjunction with state highway projects. This includes participating in funding accessible sidewalks along state highways in urban areas and working with transit agencies to address pedestrian access to public transportation facilities. ITEP and CMAQ have funded or supplemented numerous pedestrian facilities during the past decade, including these efforts.

SAFE ROUTES TO SCHOOL PROGRAM

In Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy to Users Act (SAFETEA-LU) Congress established a federal Safe Routes to School Program. In addition, recently the Governor signed Public Act 094-0493 which also calls for the establishment of a Safe Routes to School Program.

The purpose of the program is to:

- Enable and encourage children, including those with disabilities, to walk and bicycle to school;
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

These program purposes will be achieved by phasing-in the five "E's." These include:

- **Evaluation** – Monitoring and researching outcomes and trends through the collection of data, including the collection of mode share before and after program intervention.
- **Encouragement** – Using events and activities to promote bicycling and walking.

- **Education** – Teaching children about the broad range of transportation choices, instructing them in important safety skills, and launching school-bound and school area driver safety campaigns.
- **Engineering** – Creating operational and physical improvements to the infrastructure within about two miles of schools that reduce speeds and establish safer crosswalks, walkways, trails and bikeways.
- **Enforcement** – Partnering with local law enforcement to ensure drivers obey traffic laws and initiating community enforcement such as crossing guard programs.

The Department will be working with government units at all levels and non-for-profit agencies in implementing these five "E's." As this is a new program, much of the early work will need to concentrate on educating agencies about this program, gathering information about state, regional and local needs and developing plans to meet their goals.

INTERMODAL TRANSPORTATION

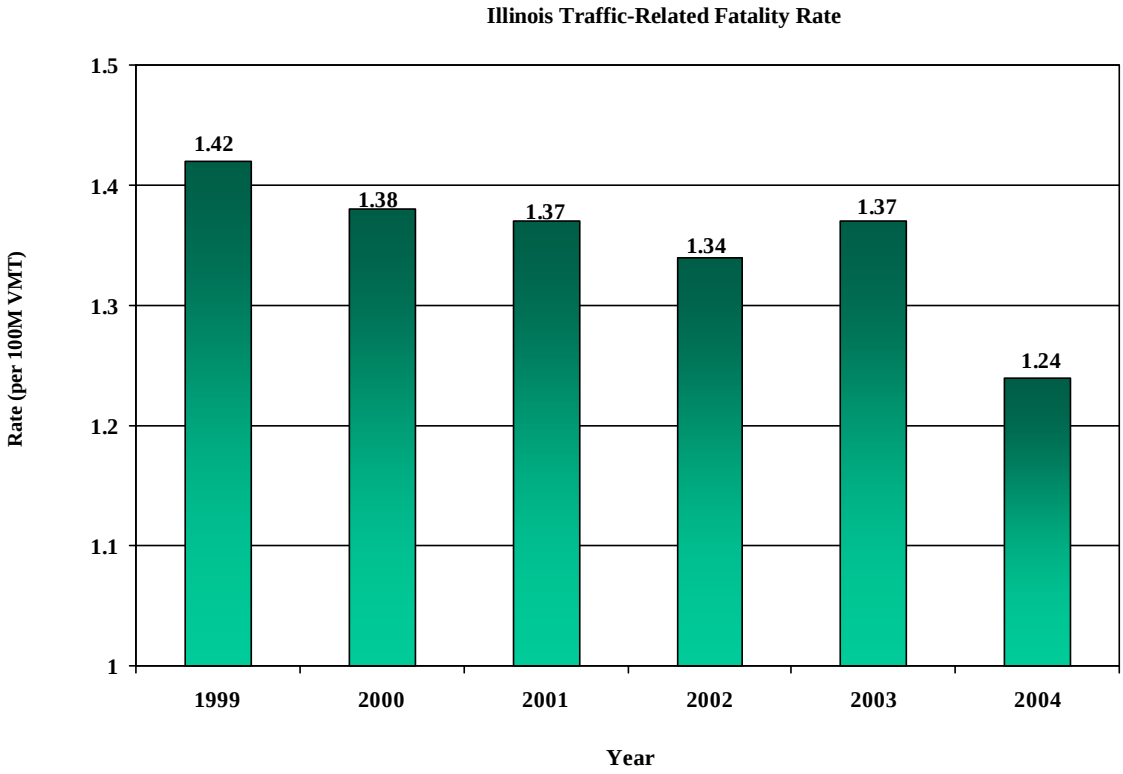
Illinois is the center of the fastest growing segment of intermodal freight transportation-logistics. Intermodal systems are those which employ two or more transportation modes for one shipment to provide the efficient and economical freight transportation options.

Illinois has the largest concentration of inland intermodal facilities in the country with 21 major rail-truck transfer terminals, 19 major rail-truck container transfer facilities, and 100 major water-rail-truck transfer terminals. Also, O'Hare Airport is a major national air-truck transfer point.

Because Chicago represents the nation's principal rail hub and east-west interchange point, most rail-truck transfer hubs are located in the metropolitan area. Intermodal connections also are important in intercity and urban area passenger transportation. Six of Illinois' intercity passenger rail terminals, eight intercity bus terminals, and 11 airports are classified as major intermodal passenger transfer points. Northeastern Illinois' public transportation system includes more than 160 rail-bus-automobile transfer stations. A total of 24 transfer stations provide intermodal passenger transfer points in downstate public transportation systems.

TRANSPORTATION SAFETY

Since the late 1990s, national transportation policies and programs require improved traffic safety to be taken into account more directly in transportation plans and decisions at the state and metropolitan levels. While safety has been traditionally mentioned in plan policies and goals, the short and long-range planning and programming processes rarely have included safety initiatives and commitments in a comprehensive manner. Under these updated federal requirements, states such as Illinois are to include more direct measures of safety along with the data collection, analytical support methods, performance monitoring, and decision collaboration traditionally involved in the transportation planning process.



Illinois has elevated safety to a new and higher level with the Department's efforts to implement a planning mindset that is even more safety conscious. The Department's Bureau of Safety Engineering was created to better coordinate and consolidate engineering safety efforts and to provide a resource for safety to the Department's regional offices and local agencies throughout the state.

In 2005, the Department took the lead in developing the Illinois Comprehensive Highway Safety Plan (CHSP), which seeks to significantly reduce the number of traffic-related deaths and life-altering injuries in Illinois. This comprehensive safety plan includes, builds upon, and integrates strategies involving engineering, safety law enforcement, education, and emergency medical services within the Department's programs and contains performance-driven strategies that focus on safety in the transportation planning process.

By integrating the work of all safety stakeholders, the comprehensive highway safety plan defines a system, organization and process for managing roadways, driver behaviors, and vehicles to achieve the highest levels of highway safety. Comprehensive, coordinated, and well-communicated safety strategies for engineering, education, enforcement, and emergency medical services will be developed collectively with safety partners throughout the state. Implementation plans with measurable objectives will be the products of these efforts. This comprehensive safety plan stems from a vision that all Illinois highway users will arrive safely at their destinations. The immediate goal of the safety plan is to reduce the number of traffic-related deaths to 1,000 or fewer by 2008, a rate of one fatality per 100 million vehicle miles traveled.

HIGHWAY ACCESS MANAGEMENT

The benefits of access management on highway systems are well known. Conflicts are reduced, reducing the accident potential and increasing the safety of the facility. Traffic flow is smoother, resulting in shorter trips and safer travel for users. Congestion is reduced, resulting in improvements in air quality. The useful life of roadway facilities is extended. Movement of goods and services is maintained and enhanced, contributing to economic vitality.

Illinois' state highway system has specifically included access management for nearly 50 years. It began with the introduction of the access-controlled Interstate highways in the 1950s, with access limited to interchanges only. These are known as "freeway" designs. In the late 1960s, Illinois introduced a system of "supplemental freeways" connecting Interstate routes with multi-lane divided routes. These routes had limited access control, with access allowed only at interchanges and some grade intersections. U.S. Route 51 between Bloomington and Decatur and Illinois Route 13 between Carbondale and Harrisburg are good examples of what became known as an "expressway" design.

In the 1990's, the Strategic Regional Arterial (SRA) system was established in northeastern Illinois. The concept was to further supplement the access-controlled freeway and expressway design with higher type routes without formal access control. It identifies a network of state and local agency jurisdiction routes and corridors on which higher design standards are used. Although access to these SRAs is not formally controlled, it is much more tightly managed than on other arterial routes. Higgins Road (Illinois Route 72) from Illinois Route 53 to Golf Road (Illinois Route 58) in suburban Cook County is a good example of the SRA design.

Beyond such design measures, access is managed in other ways on Illinois state highway facilities. The plat of any proposed development with access to a state highway is reviewed and cannot be approved by local zoning authorities until access is approved to the state highway by the Department. All access to state highways requires a permit from the Department. As a part of that permit process, the design details of any access are reviewed for safety and operational impacts to the facility and conformance to access policies.

II. TRANSPORTATION PLANNING CHALLENGE

Factors affecting transportation planning in Illinois

- The Illinois transportation system is one of the state's fundamental economic assets. It provides infrastructure, facilities and services to give Illinois a competitive economic advantage, linking raw materials to manufacturers, and products to markets.
- The Illinois transportation system touches the lives of all Illinois residents, affecting their economic well-being, quality of life, mobility, safety and their environment.
- More than 37 million person-trips are made on an average weekday in Illinois. These trips translate into more than 347 million person-miles of travel daily by highway, public transit, airline, Amtrak, intercity bus, bicycle and walking.
- Travel is relatively evenly distributed across three categories of trip purpose: work; shopping, family and personal business; and social and recreational.
- Future transportation planning and service in Illinois will be affected by continued growth in the volume of trips and miles of travel, by changes in the ages of the state's population, the continuing growth of metropolitan regions, rural accessibility needs, methods of freight movement and by air quality goals and regulations.

These factors define the challenge of transportation planning which is designed to ensure that Illinois' transportation system continues to support Illinois economy and the quality of life of the state's residents. Transportation planning identifies and addresses current and anticipated future transportation demands, trends, needs and issues, and sets long-range goals and policies for future project-specific transportation programs, focused on maximizing safety within limited funding resources.

TRANSPORTATION DEMAND

Travel in Illinois has increased dramatically since the mid-1980s. According to the 1990 Nationwide Personal Transportation Survey, person-miles of travel grew 65 percent and person-trips grew 72 percent in Illinois from 1969 to 1990. During that same time period, the population of Illinois increased less than three percent, from 11.1 million people in 1969 to 11.4 million in 1990. Since this period, travel has continued to increase but not at such a rapid pace. Between 1990 and 2000 the Annual Vehicle Miles Traveled (AVMT) in Illinois increased over 23 percent statewide. According to the 2000 U.S. Census, population in Illinois grew almost nine percent between 1990 and 2000. The volume of travel will continue to grow. Most of that growth in traffic will take place in the state’s large urban areas.

Today, on an average weekday in Illinois, more than 347 million person-miles of travel takes place via all modes. Of those miles, 88 percent represents travel by automobile, 2.3 percent by public transit, 6.3 percent by air, and 3.3 percent by other modes including Amtrak, intercity bus, bicycle, and walking. Reflecting the state's predominant urban

population, 58.1 percent of the 347 million person-miles of travel occur in the state's 14 metropolitan areas which encompass only 23 of the state's 102 counties.

Trips are made for a multitude of reasons: to earn a living; conduct family or personal business such as shopping, medical and dental appointments; go to school; or participate in social, religious and recreational activities.

The trip purpose and growth data also point out that transportation is not an end in itself. Rather, it assists in achieving something else – getting people to their jobs, facilitating the many activities that together shape the quality of life for individuals, as well as linking raw materials with manufacturers and products with markets.

AGING POPULATION

The Illinois population age 60 and older grew by 23 percent in the past 20 years and is anticipated to grow another 41 percent by the year 2020. In Illinois, persons 60 and older now make up 17 percent of the state's population, or one in six persons. The share of that population is projected to go up to 23 percent by the year 2020, nearly one in four.

The change in age composition of the population by 2020 will have an impact on travel demand and the nature of and level of safety for transportation facilities and services that are needed. In addition, many of the elderly will have disabilities which may impair or restrict their use of the transportation system. One likely response to this change in the age of the population could be a shift from driver-operated "transportation systems" to "transportation services" provided by public transit, passenger rail, and other specialized transit systems. Another likely outcome is that the average age of drivers will be older which could affect highway design, traffic signs and other safety features.

SUBURBAN GROWTH

The state's urban areas of more than 50,000 population account for 72 percent of the total Illinois population. Within these urban areas, more than 60 percent of the urban population is now located in the suburbs. Some suburban counties have experienced explosive growth in both residential and commercial development. Although Illinois' central cities have seen increasing growth over the past decade, the relative growth in the suburbs is projected to continue.

Among the variety of reasons for the burgeoning suburbanization is a desire for more open space and to escape congestion. Once primarily bedroom communities, suburbs have evolved into new locations for businesses, retailers and other employment centers. This has resulted in increased congestion and travel times in the suburbs and has had significant impacts on the job-housing balance in many metropolitan regions. Land use decisions, which are under the jurisdiction of local governments, need to increasingly take into account the transportation impacts of those decisions.

The changing development patterns have a significant impact on transportation demand. The continuing dispersal of employment and shopping locations throughout metropolitan areas makes conventional transit systems less effective in meeting travel patterns, makes carpooling and commuting by walking and bicycle more difficult, and increases single-occupant automobile travel. Transportation investments today must focus on

effective ways to not only link central city families but also suburban families with jobs, schools and shopping. These are formidable challenges that must be addressed if our urban areas are to continue to offer a high quality of life, including accessible, efficient and safe transportation systems.

RURAL ACCESSIBILITY

Transportation needs in rural areas are heavily focused on access as opposed to mobility and congestion concerns in urban areas. The growth in urban population, the globalization of world economies and the growing demand for low-cost, highly efficient retailing has coincided with the reduction of rural retail and service centers. While future prospects for growth in rural areas are on the rise, residents in many areas of the state will continue to suffer from poor access to activities and services that many take for granted in urban communities.

Assessing rural access needs involves carefully evaluating the cost, benefits and safety of transportation investments and identifying essential needs that may not lend themselves to the most cost efficient solution. For example, rural public transit systems serve large and sparsely populated areas which generate relatively low ridership. Yet, these systems meet an essential need of rural residents who make up a relatively large share of low income and elderly citizens and who are among the most transportation disadvantaged. Rural transit is, for many, the only option to get to jobs, schools and medical services. The increase in elderly population combined with the likely continued consolidation of medical, shopping and service facilities from rural areas to urban areas will also mean that a much larger portion of the small urban area and rural population will have to travel longer distances to obtain such services.

AIR QUALITY

Enactment of the Clean Air Act (CAA) Amendments during the 1990s brought significant changes in the way the nation meets transportation and air quality goals. CAA provisions are aimed at reducing air pollution from vehicle emissions through a combination of cleaner fuels, cleaner burning vehicle engines, and transportation control measures designed to change driving behavior and overall vehicle use.

Among mobile sources of air pollution, cars, trucks and buses contribute the largest share. Yet, despite a dramatic increase in highway travel, adverse vehicle emissions have decreased significantly since the 1970s due to improvements in automobile technology and the use of cleaner burning fuels. The extent to which improvements in vehicle technology and cleaner fuels can continue to achieve future long-term reductions that will outpace projected increases in vehicle miles of travel is not known.

Changes in people's personal travel choices that would reduce congestion and air pollution are longer term solutions which require widespread public acceptance. A further difficulty in trying to change travel behavior is the growing phenomenon of trip chaining, or combining multiple trip purposes while traveling alone in vehicles rather than sharing rides or commuting by transit. A large part of this new trend reflects the increasing number of multi-worker households where the daily trips to and from work are

combined with dropping off and picking up children at daycare facilities or schools, shopping, and other household or family errands.

Other transportation control measures such as congestion pricing offer air quality benefits, but the details of implementing these projects and their effectiveness in reducing air pollution are as yet unclear. The Illinois State Toll Highway Authority's variable pricing program for trucks is the first effort in congestion pricing. Further analysis is needed regarding the effectiveness of implementing broad congestion pricing programs.

INTERMODAL FREIGHT TRANSPORTATION

The Illinois economy relies heavily on exports to other states and countries.

The state's strong manufacturing and agricultural bases – both large exporters – have significantly contributed to the wealth and quality of life of the state. Illinois can compete successfully in the future global economy only if its products can continue to move to their destinations quickly, safely, and at low cost. That level of service is only possible with an effective intermodal freight network.

"Just-in-time" and "next-day-delivery" advances have defined efficient freight transportation in recent years and have provided a competitive edge for Illinois businesses at local, national and international levels. During the next 25 years, these transportation concepts will continue to develop and evolve into global "integrated supply chains" which combine and merge formerly separate transportation functions and modes into one intermodal seamless system. Transportation partnerships, combining modes (highways, rail, air, water), warehousing, transfer terminals, computer and telecommunications systems will become more common and many will expand services to other countries and continents. An example of this is a freight logistics company that owns and operates rail freight, trucking and air freight operations combined.

The focus of freight transportation service and investments in the past has been to develop individual systems of competing modes. Future service and investment will focus more on integrating the individual modes into one multi-modal network combining the specific services, efficiencies and cost benefits of each mode in delivering the total transportation service. The key to implementing intermodal transportation is strategic location of transfer facilities connecting separate modes.

DEVELOPMENT OF MAJOR FACILITIES

Most transportation investments in the next 25 years will be focused on safely repairing, upgrading, modernizing or improving the existing system. However, a few potential future investments in new facilities have been identified which are major investments that will require special funding partnerships or initiatives. Examples of major investments currently being pursued:

- **PRAIRIE PARKWAY –** The Department is conducting preliminary engineering for a transportation facility to meet regional travel demand between Interstate 80 and 88 in northeastern Illinois. Three counties in the six-county study area – Will, Kane and Kendall – are among the 100 fastest growing counties in the nation. The area's population is expected to double by 2030. The resulting traffic

increase in the area is projected to result in severe congestion for the transportation network unless additional improvements are made. In August 2005, the federal SAFETEA-LU transportation bill earmarked funding for this project. The Department has identified two construction alternatives for further study, each including a new freeway connecting I-80 and I-88, improvements to Illinois Route 47, and consideration of additional travel management and transit improvements. The study is expected to conclude by 2008.

- **GATEWAY CORRIDOR –** The Gateway Connector is a 41-mile-long corridor about 400 feet wide which has been protected for the fast-growing Metro East St. Louis region's future anticipated transportation needs. The corridor begins at the interchange of Interstate 55-70 and U.S. 40 in Troy and proceeds to the southwest through or near the communities of O'Fallon, Shiloh, Mascoutah, Belleville, Freeburg, Smithton, Millstadt and Waterloo, ending at the interchange of Interstate 255 and Illinois Route 3 in Columbia. This study was conducted because population and traffic growth in the region is projected to continue well into the future, with or without a protected transportation corridor.

- **MISSISSIPPI RIVER BRIDGE, ST. LOUIS –** The new Mississippi River Bridge project at St. Louis encompasses a group of regional transportation improvements that will reduce congestion, improve safety, and support commerce and development in southwestern Illinois and the St. Louis area. The project features a new bridge connecting Missouri and Illinois just north of downtown St. Louis. The proposed new bridge is expected to carry nearly 100,000 vehicles per day by 2030. Design plans are being finalized, Illinois land acquisition and demolition is underway, public involvement is ongoing and railroad consolidation planning continues for the project. The federal SAFETEA-LU transportation bill earmarked significant funding for this project.

- **O'HARE MODERNIZATION PROGRAM (OMP)** – The city of Chicago has presented to the Federal Aviation Administration, a comprehensive plan for the redevelopment of O'Hare. This plan requires the reconfiguration of a facility that was initially designed in the 1950s and will help reduce aircraft delays and congestion at one of the world's busiest airfields. FAA in 2005 approved the Record of Decision to allow for this project to be constructed.

- **SOUTH SUBURBAN AIRPORT** – The Department is presently conducting an Airport Master Plan for the selected airfield site between University Park, Monee, Beecher, Crete and Peotone. The goal of the Airport Master Plan is to provide guidelines for airport development which will satisfy aviation demand in a financially feasible manner, while addressing related aviation, environmental and socio-economic issues existing in the surrounding communities. The Department is also continuing to acquire land in the inaugural airport foot print and has submitted a final plan to the Federal Aviation Administration for the inaugural phase of the South Suburban Airport.

- **CHICAGO RAIL HUB MODERNIZATION –** More than one-third of U.S. goods and products move from or through Chicago. The Chicago rail terminal, the nation's busiest rail freight gateway, is crucial to the local, regional and national economy. With rail freight volume expected to double by 2025, adequate infrastructure to support these freight movements must be in place to realize this growth. The Chicago Region Environmental and Transportation Efficiency Program (CREATE) is a project of national scope and significance, created with the goal of support for freight movement. The $1.5 billion CREATE program, a public-private partnership, will improve passenger and freight rail service, reduce motorist delays, increase safety, improve air quality and create jobs. To jump start the CREATE process the Department has contributed $10 million which has been matched by $2.5 million from the freight railroads for preliminary engineering work. Project locations have been agreed upon by the Department, the city of Chicago and the Association of American Railroads (AAR).

- **INTERCITY HIGH SPEED RAIL PASSENGER SERVICE** – In 2003, the Department published the Environmental Impact Statement for the development of high speed rail service between Chicago and St. Louis. Such a service between Chicago and St. Louis would offer travelers an attractive alternative to highway travel while bringing environmental benefits and energy savings. Several elements of the high speed rail development program have been completed including upgrades to track and grade crossings on the corridor segment between Springfield and Dwight. In addition, work continues on a system of communications-based train control, essentially overseeing the equipment and train engineers to ensure safety. Jointly funded by the Department, the American Association of Railroads and the Federal Railroad Administration, this system represents a critical step in achieving faster train speeds and improved safety. As part of the study, the Department is evaluating three alignment options in the Chicago-St. Louis corridor for high-speed rail operation.

- **INTERCITY HIGHWAY CORRIDORS** – Limited funding is available for state highway preservation, modernization and expansion, which means that not all highway needs and desires can be met.

  The State of Illinois has followed a policy of emphasizing the preservation and improvement of the existing highway system to meet existing and near-term transportation safety and capacity needs. The construction of new highways has, over the past three decades, declined and now represents less than 2 percent of the state's annual investment.

  The Department will, however, continue on a limited basis to pursue the development of select new highway facilities to improve access or to support economic development in corridors. Several studies related to upgrading highway corridors from two-lane to four-lane facilities are currently under way. These include, but are not limited to, Chicago-Peoria, Alton-Jacksonville-Macomb, Freeport-Galena, Springfield-Taylorville, Decatur-Pana, Murphysboro-Pinckneyville, Lebanon-Carlyle, and Illinois Route 120 in Lake and McHenry counties. These projects are in various stages of development.

PROGRAM PLANNING PROCESS

The factors shaping transportation needs discussed in this chapter are part of the conceptual framework for developing a statewide transportation plan and improvement programs with a focus on safety. Program planning is a complex process that involves many constituencies, needs and priorities. Balancing these requires program planning trade-offs because the state has limited resources and is unable to respond to all of the demands and needs articulated by the public. Program planning is also a dynamic process that continuously evolves and brings changes. As existing programs are implemented to improve the system, new needs evolve by the ongoing wear and tear of the existing facilities, as well as changes in demographics and market needs. Following is a discussion of the seven major elements in the program planning process.

STATE TRANSPORTATION PLAN

Transportation planning is the first step in an ongoing process that leads to the construction and implementation of projects. This plan sets out policies and goals to guide the state's efforts to meet anticipated personal and business transportation needs. In addition, the plan incorporates state and federal laws which provide specific societal directives that must be addressed in the transportation program planning process.

NEEDS ASSESSMENT

The Department has historically maintained detailed inventories and condition ratings on the existing transportation facilities and public transportation fleets. This type of data are the primary sources of information in developing the multi-year programs that address the preservation, maintenance and improvement needs of the transportation system. Information such as the condition rating for highway pavement surfaces to determine the quality of the vehicle ride and the level of physical deterioration of the roadway are collected and evaluated with other measures like average daily traffic on the highway system to determine where the greatest needs exist. For other modes, similar information on rail track, airport runway conditions, maintenance buildings for buses and rail cars, or the age of transit vehicles is collected by local transportation agencies and private transportation concerns. For safety improvement needs, crash reports that include information on the conditions of roadway, weather and drivers are collected and analyzed to identify areas of increased fatalities and life-altering injuries.

These traditional sources of information on needs are being enhanced and complemented by management systems that include system performance measures, evaluation and identification of appropriate strategies and actions to address needs, and evaluation of the effectiveness of implemented strategies and actions. The Department is developing and improving its management systems for bridges, highway safety, congestion, public transportation and intermodal traffic and facilities.

HIGHWAY SAFETY IMPROVEMENTS

The ultimate goal of the Department’s enhanced transportation safety program is to reduce motor vehicle related fatalities and life-altering injuries on Illinois roadways. The Comprehensive Highway Safety Plan, with its goal of 1,000 or fewer traffic-related

deaths by the end of 2008, is the umbrella under which all statewide safety programs and plans are developed. The Department also develops an annual Highway Safety Plan with several specific outcome and program goals for safety, which helps provide a more integrated approach to addressing safety on Illinois highways.

Various highway safety programs are utilized to implement the comprehensive safety plan, including:

- **INTEGRATED MINI-GRANT ENFORCEMENT PROGRAM (IMAGE)** – IMaGE activity is designed to reduce the incidence of motor vehicle crashes, including resulting injuries and fatalities, through increased enforcement of occupant restraint, impaired driving and speed laws. These grantees are usually local police agencies with adequate staff and familiarity with traffic safety related issues. The main goal of the IMaGE program is to promote safety belt and child safety seat use by focusing on occupant protection or speed violations at selected locations and selected time slots. Enforcement activities are scheduled five times a year.
- **MINI-GRANT ALCOHOL ENFORCEMENT PROGRAM (MAP) –** MAP grantees typically are local police agencies with adequate staff and familiarity with traffic safety related issues. The main goal of MAP is to reduce the number of individuals involved in fatal and serious injury and impaired driving crashes by focusing on impaired driving violations at selected locations and times. Enforcement activities are scheduled seven times a year.
- **LOCAL ALCOHOL PROGRAM (LAP) –** LAP is preventive in nature, focusing on solutions designed to create awareness and to reduce the incidence of drinking and driving, alcohol-related motor vehicle crashes and related injuries and deaths. Projects which receive this type of funding incorporate DUI task force, enforcement, public information, and education/community outreach prevention activities.
- **TRAFFIC LAW ENFORCEMENT PROGRAM (TLEP) –** TLEP uses concentrated traffic enforcement for the purpose of reducing highway traffic crashes in villages, cities, and counties through the increased use of visible patrol and active enforcement of traffic laws. Enforcement is directed principally toward violations which have been identified as causes of crashes during the times of day and days of week when crashes have occurred most frequently.

In addition to the grants outlined above, IDOT provides funding for other state agencies, such as Illinois State Police and Secretary of State to enforce traffic safety law by promoting public awareness on traffic safety issues and issuing traffic citations.

- **NUMEROUS NON-ENFORCEMENT PROGRAMS AND PROJECTS --** Besides the enforcement programs, IDOT provides funding for several non-enforcement programs and projects in order to reduce traffic related injuries and prevent fatalities as a result of motor vehicle crashes. For a complete description of both enforcement and non-enforcement programs and projects refer to "Highway Safety Plan for Fiscal Year 2006."

For a comprehensive analysis of the recent enforcement projects within the four selected enforcement programs refer to the traffic safety reports in the Appendix.

The Department conducts two major mobilizations and several mini mobilizations on safety belt and alcohol annually. Both campaigns are based on high visibility, massive enforcement efforts designed to detect violators of Illinois traffic laws with special emphasis on occupant protection and impaired driving.

Intensive public information and education campaigns run concurrently with the enforcement efforts to inform the motoring public of the benefits of seat belt use and of issuing tickets for seat belt and drinking and driving violations. The model program includes data collection, before, during and immediately after media and enforcement phases; earned and paid publicity announcing strict enforcement and highly visible enforcement each day of the two-week enforcement period.

FUNDING AVAILABILITY

Each year, the Governor, legislature and state agencies assess the needs of all aspects of the state, its communities and its residents. From these broad assessments of the needs for transportation, education, human services, environmental protection, economic development and other governmental responsibilities, the legislature allocates funding to a variety of programs. This process affects both the amount of fiscal resources allocated among competing programs and also the ability to raise additional resources. Although a substantial portion of revenues for transportation comes from dedicated sources, funding for capital investments and operations for the various transportation modes must pass the test of difficult trade-offs among competing priorities and interests in the state legislature because there will never be adequate funding for all meritorious projects and activities.

EXECUTIVE DIRECTIVE

The Governor sets the priorities for the development of the transportation improvement programs. This is reflected in the annual budget proposed to the legislature as well as in general policies and directions communicated to the Secretary of Transportation. These directives reflect the Governor's policy priorities and overall administration strategies for making trade-offs among various state programs, as well as the policies and goals established in the state transportation plan.

PUBLIC INVOLVEMENT

Transportation touches every aspect of public and private life in Illinois. Therefore, involvement of the general public, local public officials, other state agencies, concerned interest groups and other transportation providers is an essential part of the transportation program planning process.

The Department engages in a broad range of public involvement activities. To keep the public informed the Department issues hundreds of news releases annually to advise the public through the media on transportation proposals, studies, safety issues and projects.

Other public outreach activities by the Department include holding focus group sessions, conducting surveys, collecting public comments through questionnaires, and issuing newsletters and brochures on programs, initiatives or issues.

The Department is required by state law to utilize the principles of Context Sensitive Solutions on new construction, reconstruction and major expansion of facilities. This includes stakeholder involvement from the earliest stages of these projects and for the entire life of these facilities. In addition, the Department conducts public involvement processes for less intensive improvements as appropriate, given their scope, impacts and nature.

In addition, the Department responds to thousands of written communications annually sent by citizens covering a variety of transportation topics, such as specific projects, the Department's performance and transportation services. The Department responds to these and takes action where feasible.

The Department's extensive public involvement program is designed to solicit and receive public review and comment when it proposes new or revised transportation plans, programs or individual projects. Public hearings, forums and information open houses are held throughout the state. The comments and suggestions received at these meetings along with written comments are taken into consideration in revising draft and final plans and programs, and project proposals. With a diverse population, the comments frequently offer conflicting views and priorities which must be balanced along with the many other factors impacting transportation.

As part of the Comprehensive Highway Safety Plan, an annual safety summit will be held in Illinois to bring all safety stakeholders together to review progress and successes, set new goals and define initiatives.

METROPOLITAN PLANNING ORGANIZATIONS

The program planning process also incorporates the long-range transportation plans developed and adopted by the state's 14 Metropolitan Planning Organizations (MPOs). These planning organizations, required by federal law, are located in the state's 14 urbanized areas with populations of 50,000 or more. One of their functions is to develop and adopt transportation plans and programs for their metropolitan region. MPOs are made up of appropriate local and county public officials, public transit operators, and state transportation personnel. Officials representing all modes of transportation must be included on the boards of the MPOs.

III. IDOT'S TRANSPORTATION PLANNING POLICIES AND GOALS

TRANSPORTATION PLANNING POLICIES IN ILLINOIS

- Target transportation investments to support business and employment growth and enhance the economy of Illinois.
- Provide a transportation system that offers a high degree of mobility in a reliable and safe fashion.
- Preserve and manage the existing transportation system.
- Reduce congestion, improve highway safety, optimize service and operation efficiency, develop intermodal connections, and utilize transportation technology advances.
- Ensure a compatible interface of the transportation system with environmental, social, community planning and energy considerations.
- Follow a comprehensive transportation planning process, promote coordination among public and private sector transportation systems, and support efforts to provide stable funding for the public component of the transportation system.
- Improve traffic safety by lowering the number of fatalities in crashes on Illinois streets and roads.
- Provide a secure transportation infrastructure in conjunction with the Illinois Office of Homeland Security and other agencies.

POLICY: TARGET TRANSPORTATION INVESTMENTS TO SUPPORT BUSINESS AND EMPLOYMENT GROWTH AND ENHANCE THE ECONOMY OF ILLINOIS.

Many studies have linked improved transportation with increased productivity of state and national economies. Global and domestic linkages to markets are key to the economy. Agriculture, food processing, industrial machinery, business services and finance are all important industries in Illinois that attract customers from around the world. They depend on efficient, reliable freight delivery systems. With the rapid globalization of economic activity, business and industry expect international transportation to be an integral part of transportation planning and investment.

Intermodal transportation can significantly improve the efficiency of freight delivery, and opportunities for investments in intermodal transfer facilities need to be explored. Also, the state, local governments and the private sector need to jointly support initiatives to take advantage of new markets and new technologies by providing or helping implement needed transportation infrastructure improvements.

Economic development can occur in urban, suburban and rural locations. Whether by retaining jobs at existing plants or locating new jobs across Illinois, the Department is experiencing a growing demand for transportation improvements to help commercial carriers and employees improve access to jobs. Communities seeking to revitalize older urban areas or to develop new properties want state assistance to upgrade transportation access for potential industries that might use these sites. The Department has been able

to respond by providing rail or highway assistance where industrial firms have committed to stay or locate and have assured that jobs will either be retained or created.

GOALS FOR ENHANCING THE ECONOMY

- Support investments in the transportation system that cost effectively enhance the state's comparative economic advantage or expand or retain economic development and employment in all areas of Illinois – urban and rural.
- Evaluate transportation improvements, including new facilities and expansion of existing systems, for how they will strengthen the economic future.
- Work with private transportation providers to improve and maintain transportation services to Illinois industries and business firms.
- Identify international and interstate transportation needs and market opportunities along with access needs to water ports, airports, major freight distribution corridors' and intermodal transfer facilities.
- Support investments in the transportation system that attracts a larger share of international and interstate trade to Illinois.
- Support investments in the transportation system that attract intrastate, interstate and international tourism to Illinois and provide access to recreational, cultural, historic and scenic facilities throughout the state.
- Maintain a continuing dialogue with representatives of all sectors of the Illinois economy to ensure that economic development opportunities and needs are identified.
- Improve access to jobs for employees across the state.

POLICY: PROVIDE A TRANSPORTATION SYSTEM THAT OFFERS A HIGH DEGREE OF MOBILITY IN A RELIABLE AND SAFE FASHION.

Mobility has a profound impact on people's daily lives and on the productivity and competitiveness of the state. It expands opportunities for jobs and provides access to health care services, education, recreation and many other basic services and activities. It keeps families in touch with each other, expands residential choices, and enhances the quality of life in numerous ways.

Mobility is achieved by offering individuals and businesses a range of choices in modes of transportation for their travel and freight shipment needs. Illinoisans expect and enjoy a high degree of mobility from their transportation system which includes highways, public transit, bicycle facilities, air, rail and waterways for personal travel and freight shipments.

One of the specific responsibilities of the Department is ensuring mobility to seniors and individuals with disabilities by providing ease of access to state transportation facilities. In accord with the Americans with Disabilities Act (ADA), the Department has developed policies that require all transportation investments funded by the state to meet the accessibility needs of disabled individuals.

Personal travelers and businesses also expect that mobility to be provided in a reliable and safe fashion. That can only be provided by a transportation system that is well maintained and managed with efficient and safe operations.

Reliable, on-time transportation by air, highway, transit, and rail is essential to travelers on their way to a job, business appointment or another destination. For the industrial and commercial shipper, on-time, safe and damage-free transportation of their products defines reliable transportation which is an important part of customer satisfaction and profitability.

A safe transportation system not only reduces the tragic human costs from the loss of lives and from suffering due to crashes but also the tremendous economic costs. People also want to be protected from hazardous materials that might endanger their lives and property.

Illinois' transportation system is among the safest in the world. The fatality rate on Illinois' highways has declined by almost two-thirds since 1982 despite a steady growth in travel during that period. However, portions of the transportation system still experience crash rates that exceed public expectations. With the projected increase in the demand for transportation in the future, keeping the transportation system safe will continue to be a serious challenge.

GOALS FOR MOBILITY

- Provide transportation users with the greatest amount of mobility, reliability and flexibility possible within the resources available.
- Strive to provide mobility and access to the transportation system for all persons, including those persons traditionally underserved, and all freight shippers.
- Ensure mobility and access to the transportation system for seniors and individuals with disabilities.
- Explore opportunities to expand and enhance appropriate transit service systems and encourage use of these systems.
- Maintain the performance of the Illinois transportation system to provide a high level of reliability to ensure the efficiency and on-time performance of transportation services.
- Maintain the performance of the Illinois transportation system at a high level to ensure the safety of all users of the system, including transportation operators, passengers, shippers and pedestrians.
- Promote development of improved and new transportation system design, engineering, and operating technologies to increase system safety.
- Promote safe and convenient travel facilities for pedestrians and bicyclists.
- Provide a continuing program of public information and education to promote safety awareness and implementation of safety practices.

- Cooperate with other agencies to ensure prompt response to crashes on the transportation system and timely resolution of environmental and other problems, such as hazardous waste sites, encountered when improving transportation facilities.

POLICY: PRESERVE AND MANAGE THE EXISTING TRANSPORTATION SYSTEM.

The Illinois transportation system represents a massive investment. Preserving and managing this system is fundamental to protecting the investment in the infrastructure, improving the safety and efficiency of the system, and adapting the system to the transportation needs of the future. This is a shared function of public and private sector transportation providers.

Transportation services in the years ahead will continue the shift in emphasis toward improving existing facilities and managing them to operate more efficiently. Among the factors responsible for this shift are the high cost of building new facilities, a slowdown in the growth of public revenues for transportation, and the growing needs of a mature and heavily used system that requires an increasing share of funding resources for preservation and maintenance.

Transportation management systems being developed by the Department reflect the shift of resources towards preserving and improving the existing transportation system. In Illinois, this shift has affected all modes of transportation. On the highway system, increased needs have resulted from traffic growth and increased truck weights. On interstate highways, rehabilitation costs can be very high – as much as $60 million per mile in urban locations. On other parts of the highway system, narrow pavements, roadway deterioration and bridge deficiencies are significant problems that must be addressed in a timely fashion in order to prevent more extensive and costlier repairs later.

During the past decade, more than 95 percent of the highway revenues available to the Department were spent on maintaining, preserving and upgrading the existing system. In the case of public transit in northeastern Illinois, the bulk of resources for transit capital improvements has also gone into modernizing and rehabilitating one of the country's oldest transit systems.

GOALS FOR SYSTEM PRESERVATION AND MANAGEMENT

- Preserve existing transportation systems to provide safe, convenient and efficient transportation.
- Maintain comprehensive transportation management systems for bridges and structures, traffic congestion, public transportation, airports, safety, and intermodal connections.
- Promote innovative management practices and technologies to improve transportation system management and the cost-effective expenditure of public funds.
- Ensure that transportation system design and engineering methods are state of the art and include robust life-cycle cost analysis procedures.

- Explore innovative construction techniques, materials and construction contract arrangements to improve the service life of transportation facilities, gain cost efficiencies and minimize construction time periods.
- Encourage dissemination of innovative methods and techniques on system management, design, engineering, materials, construction and construction contracts to local governments and other transportation providers.

POLICY: REDUCE CONGESTION, IMPROVE HIGHWAY SAFETY, OPTIMIZE SERVICE AND OPERATION EFFICIENCY, DEVELOP INTERMODAL CONNECTIONS, AND UTILIZE TRANSPORTATION TECHNOLOGY ADVANCES.

Across the nation, traffic congestion in urban areas has emerged as one of the most difficult transportation issues to combat. Illinois is not immune to this problem; congestion in and near Chicago has the area ranked as one of the three most congested cities in the nation.

Congestion problems are among the most complex and expensive to solve and require the cooperation of the state and local transportation agencies along with local governments. Addressing highway congestion will continue to be a high priority, especially in urban areas.

At the same time, congestion in air transportation similarly has created serious and chronic delays in national and international air travel. This shared and continuing concern is being addressed in Illinois through the reconfiguration of O'Hare through its Modernization Program and also through the planning and development of a new commercial service airport in the south suburbs of Chicago.

As the population continues to grow and families with two and three cars per home are more common, increasing numbers of highways are being utilized to their maximum capacities. Building new highways or adding lanes wherever congestion occurs is not economically feasible, so the focus on reduced congestion must turn to improved technology to help communicate more accurate and timely information to motorists and commercial carriers. Armed with better information, highway travelers can make better decisions on alternate routes to avoid areas where accidents, road construction or other issues threaten to increase congestion and impede traffic flow.

One way to improve the efficiency of transportation systems and service is to improve intermodal connections, designed to help improve the flow of commercial and industrial freight traffic. This strategy can help reduce congestion on main thoroughfares, and it addresses many freight transportation needs of the future. The goal for the future is to continue working toward a seamless intermodal transportation system that incorporates the service efficiencies of each system and provides convenient transfers between modes.

Advanced technology offers great potential for improving the efficiency, capacity and safety of existing and new transportation systems. One of the most promising new technology concepts, Intelligent Transportation Systems (ITS), encompasses a variety of automated informational services for motorists and offers opportunities to make existing transportation systems more efficient and safer by linking vehicles with highway guidance communication networks. Another application is Automated Vehicle

Identification (AVI) technology, sometimes known as "open road tolling," that scans participating vehicles while they drive through toll booths at normal speeds and charges toll fees against their prepaid accounts. Currently in place or under construction on portions of the toll highway system in northeastern Illinois, AVI can significantly reduce delays and bottlenecks created at traditional toll booths that require motorists to stop and deposit tolls.

To achieve high-speed rail, trains are needed that can operate at high speeds for extended periods and trains with much higher reliability and comfort levels than existing Amtrak equipment offers. Several high speed rail technologies are available, ranging from trains pulled by diesel-powered engines on conventional track to advanced electrified systems on dedicated track at speeds up to 300 mph. The Department has limited funding to assist in acquiring new state-of-the-art trains. The Department is working to identify the types of equipment that would best suit the operation of higher passenger train speeds on the Chicago-St. Louis corridor. When the entire corridor has been upgraded to 110 mph service, the goal is to operate eight round trips daily.

Public transit plays a critical role in relieving congestion on highways. Another congestion relief option is car and van pools. In addition, advances in telecommunications have potential for reducing commuter trips and delivery of documents by freight express. Telecommunications could also encourage the use of satellite offices which could reduce the length of some commuter trips.

Congestion pricing involves imposing fees or higher tolls for driving during the most congested periods each day in order to encourage motorists to choose some of the alternative options, or to avoid driving during rush hour periods. Congestion pricing can also be applied to other modes such as Tollway systems.

To improve highway congestion, several strategies are being developed to better utilize technological capabilities and produce more efficient and effective ways to influence and improve the choices available to drivers. These could include the following:

INCREASE AND IMPROVE COMMUNICATIONS

- **FREE SUBSCRIPTION-BASED E-MAIL ALERTS**

  Up-to-the-minute road and travel information goes to handheld information devices, home computer and cell phones.

- **IMPLEMENT THE NATIONAL 511 SYSTEM FOR TRAVEL INFORMATION**

  Current road and travel information will be available to users via phone or computer by dialing a national 511 number.

- **EXPAND USE OF DIGITAL MESSAGE SYSTEM (DMS) BOARDS**

  Transportation communications centers would be linked statewide to deliver instantaneous messages of major traffic situations from one system to the next, giving drivers across Illinois immediate information on any change in road or travel conditions.

For instance, if there is a hazardous spill in Springfield, DMS boards in Springfield and the surrounding districts would display that information so that drivers can make an immediate decision whether to stay on that route or take an alternate route and avoid the problem.

Placing these boards at entrances of typically congested highway corridors and displaying estimated travel times will allow motorists to decide whether to take that road or choose an alternate route.

DMS would also be utilized through boards within a mile of state highway rest areas to display conditions and provide various types of messages, including Homeland Security alerts and Amber alerts.

- **EMPLOY AN INTEGRATED MARKETING CAMPAIGN**

  Working with service boards involved with public transportation alternatives, such as the Regional Transportation Authority (RTA), Chicago Transit Authority (CTA), Metra and Pace, IDOT will implement a marketing plan with a unified "tag line" or message, prompting drivers to get off the roads and into public transportation or ride-share programs.

- **UTILIZE XM SATELLITE RADIO CAPABILITIES FOR INSTANT INFORMATION**

  Free to IDOT on the traffic channels, XM radio allows IDOT to provide construction updates which are broadcast to drivers.

UTILIZE AVAILABLE TECHNOLOGY TO IMPROVE INFORMATION ACCESS

- **FREE KIOSKS WITH ILLINOIS MAPPING CAPABILITIES**

  Located at state highway rest areas and available on line, this service will allow the user access to a free internet-based computer program which will feature travel times from point to point; up-to-the-minute winter road conditions; current construction information, and a customized option to provide information on thousands of points of travel interest throughout the state.

- **UTILIZE VEHICLE INFRASTRUCTURE INTEGRATION (VII) TECHNOLOGY**

  This new wireless technology aims at improving safety and mobility. Through VII, vehicles and trucks will be linked to data processing centers and each other. These probes will continually collect a variety of data while vehicles are in motion, providing even more instantaneous information on traffic flow and travel conditions.

- **IMPROVE CONVENIENCE TO TRUCKING INDUSTRY**

  Examine ways to increase the regional truck parking capacity available for long-distance drivers across Illinois.

- **DEVELOP INTERMODAL CONNECTORS**

  Improve connections among intermodal freight routes to ease congestion among commercial carriers, including highways, rail facilities and ports on the national highway system.

- **HIGH-OCCUPANCY VEHICLE (HOV) LANES**

  Offer traffic lanes on congested routes for vehicles carrying more than one person to encourage and reward car pooling.

- **PUBLIC-PRIVATE PARTNERSHIPS**

  This is a relatively new concept that IDOT is continuing to research. The federal Veterans Administration recently partnered with a corporation in Virginia to help fund a High-Occupancy Tolling (HOT) expansion.

GOALS FOR CONGESTION, EFFICIENCY, SAFETY, INTERMODAL CONNECTIONS AND TECHNOLOGY

- Improve communications with motorists and commercial carriers to reduce existing congestion and to prevent future traffic congestion.
- Encourage programs to reduce use of single occupant vehicles where other options are feasible and can be made available.
- Improve public transportation, bicycle and pedestrian opportunities, and demand management strategies to better utilize existing transportation systems.
- Continue to effectively manage access to state highway facilities in order to enhance safety, mobility, air quality, the useful life of facilities and the economy; and to reduce congestion.
- Explore the effectiveness of congestion pricing as a tool to reduce congestion.
- Adapt and enhance existing systems to meet new transportation demands and consider proposed expansion of existing systems or construction of new facilities where mobility in an area is not adequately provided by the existing systems.
- Promote an efficient passenger and freight transportation system that utilizes all feasible modes, facilitates transfer between modes and between intercity and local transportation systems, and provides access between all areas of the state.
- Promote methods to enhance efficient movement of commercial vehicles.
- Evaluate all potential transportation systems and modes, singularly and in combination, to solve transportation problems.
- Ensure new facility design includes evaluation of the potential for accommodating multiple modes to assure future flexibility for intermodal development.
- Apply new technologies when they have been proven to be practical and more beneficial or more economical than current methods.

POLICY: ENSURE A COMPATIBLE INTERFACE OF THE TRANSPORTATION SYSTEM WITH ENVIRONMENTAL, SOCIAL AND ENERGY CONSIDERATIONS.

Environmental, social and energy conservation considerations have become integral elements in transportation investments. Virtually every transportation project or service requires a plan to protect the natural and social environment, including wetlands, plants, animals, air and water quality; archeological and historic sites, agriculture and communities. Plans to address potential threats to the environment and public health from hazardous materials are also required.

A host of state and federal laws govern the way the Department plans and implements transportation projects. Some of the major state laws are the Illinois Natural Areas Preservation Act, Context Sensitive Design and Solutions, Illinois State Agency Historic Resources Preservation Act, the Farmland Preservation Act, the Illinois Endangered Species Protection Act, and the Interagency Wetland Policy Act of 1989. Among the federal laws are the Clean Air Act, the National Environmental Policy Act of 1969, the National Historic Preservation Act of 1966, the Farmland Protection Policy Act, the Endangered Species Act, and the Clean Water Act.

The Clean Air amendments impose explicit conditions on transportation system improvements for meeting air quality standards. The two regions in Illinois affected by these federal laws are northeastern Illinois and the St. Louis metro east area. Classified as "non-attainment" areas for federal clean air standards, they must institute measures aimed at reducing emissions from automobiles and trucks. Areas currently meeting clean air standards must maintain their status.

In addition, statewide transportation plans and programs must conform to the state's overall plan for achieving and maintaining the federal clean air standards.

Changes in vehicle technology, vehicle inspection and maintenance programs, and alternative fuels and fuel delivery systems are some of the options available to reduce emissions. While these options will not directly affect mobility, transportation control measures (e.g. increasing use of public transit, passenger rail, car pools, walking and bicycles, traffic flow management and limiting vehicle-miles-of-travel) have the potential for dramatically changing mobility and travel options.

The future of transportation is directly linked to the future of world energy markets, particularly petroleum. Despite significant gains in energy efficiency in transportation, consumption is expected to continue to grow, although at a slower rate. Improvements in fuel efficiency are projected to continue, but future gains may be smaller and more expensive to attain. Also, growth in travel demand historically has offset a share of the gains in fuel efficiency and can be expected to do so in the future. Pressure to turn to alternative fuels or reduce vehicle use will intensify to conserve energy and reduce air pollution and congestion. The use of alternative fuels, including gasohol, will continue to reduce the total user-fee revenues available for transportation investments due to the lower tax rates applied.

GOALS FOR ENVIRONMENTAL, SOCIAL AND ENERGY CONSIDERATIONS

- Utilize a Context Sensitive Solutions (CSS) process in planning, design, construction and operation of all projects involving new construction, reconstruction, and major expansion of transportation facilities.
- Maintain a transportation system and support transportation system improvements that are environmentally responsible and support conservation of the state's natural, cultural, historic and aesthetic resources, including renewable resources management and multi-purpose management practices.
- Ensure that social, environmental, energy, regional and community, and other non-transportation goals, plans and programs affecting transportation are considered in all phases of the transportation planning process.
- Identify, implement or support public investment in transportation facilities and services that effectively address social, environmental and energy goals of society.
- Evaluate innovative methods for mitigating the environmental impacts of transportation facilities and improvements.
- Ensure that transportation decisions consider the effects on land use and development and are consistent with all applicable short-range and long-range land use and development plans.
- Promote use of public transportation, passenger and freight rail, carpools, vanpools, bicycles, walking and telecommunications to reduce transportation-related energy consumption.
- Support development and use of energy efficient vehicles, including alternative fuel vehicles, to reduce energy consumption and air emissions.
- Foster innovative construction and maintenance methods and technologies that reduce energy consumption and protect the environment.

POLICY: FOLLOW A COMPREHENSIVE TRANSPORTATION PLANNING PROCESS, PROMOTE COORDINATION AMONG PUBLIC AND PRIVATE SECTOR TRANSPORTATION SYSTEMS, AND SUPPORT EFFORTS TO PROMOTE STABLE FUNDING FOR THE PUBLIC COMPONENT OF THE TRANSPORTATION SYSTEM.

A comprehensive and cooperative long-range transportation planning process has been in effect in all Illinois metropolitan areas with a population of 50,000 or more for nearly 30 years. The Chicago Area Transportation Study, the metropolitan transportation planning agency for the seven-county northeastern Illinois region, originated in the mid-1950s and was one of the very early models for metropolitan transportation planning in the nation.

Federal rules place great emphasis on cooperative comprehensive transportation planning by both state and local governments in order to enhance the planning process. These plans must also cover state transportation system planning and program development in non-metropolitan areas of the state.

The statewide planning process and plan must be multi-modal, long-range, and take into account factors affecting transportation demand and infrastructure. A key component of statewide transportation planning is an ongoing public involvement process that affords all affected and interested persons and organizations an opportunity to participate.

Transportation in Illinois is a complex combination of public and private services and facilities. However, the specific roles of the public and private sectors have historically been separate and distinct, even when mixing the two sectors in one mode. Streets and highways are publicly owned, the vehicles operating on them are privately owned. Airports are typically public facilities, the airlines private entities; general service water port terminals are generally public, ship operators private. Passenger rail, on the other hand, is a public service operating over private rights-of-way.

The financing mechanisms and arrangements are, therefore, equally complex. The users of transportation systems and services pay a significant share of the costs through motor fuel taxes; vehicle registration fees; tolls; airline, transit and rail passenger fares and fees; barge tonnage and fuel taxes; and charges for freight service. Property and sales taxes are other local sources of public financing for transportation. Although there has been increasing flexibility in the use of some public funding resources, most of the revenues from these taxes, fees, fares and charges are dedicated for specific transportation uses.

One of the realities affecting any plan is that transportation needs outpace available funding. One example is funding for highways which comes primarily from federal and state taxes on motor fuels. Motor fuel consumption is projected to grow very little in the future. This is expected to be accompanied by a faster rate of growth in traffic, resulting in greater wear and tear on highways and more congestion. The disparity in the rate of growth between funding resources, congestion, and system wear and tear will create new challenges for meeting highway repair and improvement needs. Other transportation modes, such as public transit and rail passenger service, relying mostly on general fund revenues, face competition from non-transportation interests for scarce funding.

It is clear that existing funding resources for public sector transportation facilities cannot meet existing system operation and maintenance requirements nor finance system expansion to meet increased demand. With recent legislation, there generally are fewer restrictions on combining public and private investments to make some transportation projects financially feasible or for bringing some projects on line sooner than if funded separately.

While limited in application, public/private partnerships can be an option by which government transportation agencies can capitalize on private sector resources to implement specific transportation projects or services beneficial to both public and private interests. These arrangements may include combinations of grants and loans of public funds, private investor equity or debt supported by tolls or other charges, or combinations or arrangements for benefit assessments, impact fees, tax increment financing and facility leasing. Together, they provide governments with the opportunity to expand the total resources available for specific transportation projects or services.

Land developers and other businesses frequently participate in funding transportation improvements on public highways or roads needed by them. The implementation of the

proposed high-speed rail service between Chicago and St. Louis assumes private sector financing through franchise or turnkey arrangements. Similarly, construction of the proposed south suburban airport for northeastern Illinois is expected to be financed primarily by private sources.

GOALS FOR TRANSPORTATION PLANNING, COORDINATION AND FINANCE

- Maintain a cooperative comprehensive state-local transportation planning process that includes and effectively coordinates the transportation plans of the state, metropolitan planning organizations, local governments in non-metropolitan areas, and private transportation providers.
- Provide a meaningful public involvement process that ensures the opportunity for all stakeholders to have early and continuing input at major decision points in the transportation planning process.
- Provide a continuing program of public information and education on transportation issues, goals and plans to encourage public involvement in the planning process.
- Maintain close working relationships with other state and federal agencies to comprehensively coordinate planning processes, activities, facilities and services.
- Identify transportation needs that extend into adjacent states and promote bi-state/multi-modal cooperative solutions with transportation agencies in adjacent states to ensure coordinated services and maximum cost effectiveness.
- Preserve rights-of-way for construction of future transportation facilities. This should include identification of unused rights-of-way which may be needed for future transportation corridors and identification of corridors for which action is most needed to prevent destruction or loss.
- Support joint public-private partnership and private sector initiatives to provide transportation facilities and services where public expenditures can be reduced and the quality, quantity and long-term stability of service is maintained, and support joint use of transportation facilities for compatible non-transportation activities and businesses where they are economically feasible.
- Maintain a transportation funding structure that provides adequate resources for demonstrated transportation needs, incorporating federal, state, local and private revenue sources and one that provides equitable funding for all transportation modes and jurisdictions.
- Maintain the user-pay principle to fund transportation facilities and services, charging users and other beneficiaries of the transportation system in proportion to the costs they impose and benefits they derive to the maximum extent possible and extend user-pay financing to new technologies such as alternative fuel vehicles.

- Explore toll opportunities and innovative financing methods, including value capture pricing to fund transportation facilities and services.

POLICY: IMPROVE HIGHWAY SAFETY BY INSTITUTING AND SUPPORTING PUBLIC AWARENESS AND SAFETY ENFORCEMENT PROGRAMS TO LOWER THE NUMBER OF FATALITIES AND LIFE-ALTERING INJURIES IN CRASHES ON ILLINOIS STREETS AND ROADS.

As part the Illinois Comprehensive Highway Safety Plan, the Department has developed several specific outcome and program goals:

OUTCOME GOALS FOR HIGHWAY SAFETY

- To reduce the statewide fatality rate (per 100 Million VMT) from the 2003 level of 1.37 to 1.0 by January 1, 2008
- To reduce the statewide severe injury rate (per 100 Million VMT) from 2003 level of 17.3 to 16.4 by January 1, 2008

PROGRAM GOALS FOR HIGHWAY SAFETY

OCCUPANT PROTECTION

- Increase the statewide safety belt usage rate by 7.9 percentage points from 80.1 percent in 2003 to 88 percent by January 1, 2008.
- Increase the statewide child safety seat usage rate by 15 percentage points from 60 percent in 2003 to 75 percent by January 1, 2008.
- Increase the percent awareness of the safety belt slogan "Click It or Ticket" by 10 percentage points from 80 percent in 2003 to 90 percent by January 1, 2008.
- Reduce the combined percent unbelted occupant fatalities by 15 percentage points from 76 percent in 2003 to 61 percent by January 1, 2008.

IMPAIRED DRIVING

- By January 1, 2008, achieve alcohol-related fatality rate of .53 deaths per 100 million VMT from the Illinois 2003 rate of .61 VMT.
- Increase the percent awareness of the alcohol-related traffic safety Slogan "You Drink & Drive. You Lose" from 55 percent in 2003 to 85 percent by January 1, 2008.

MOTORCYCLE SAFETY

- To reduce the statewide percentage of motorcycle fatalities from 9.8 percent in 2003 to 7.0 percent by January 1, 2008.**PEDAL-CYCLE SAFETY**
- To reduce the statewide percentage of pedal cycle fatalities from 1.2 percent in 2003 to 0.8 percent by January 1, 2008.

PEDESTRIAN SAFETY

- To reduce the statewide percentage of pedestrian fatalities from 13.1 percent in 2003 to 10 percent by January 1, 2008.

POLICY: PROVIDE A SAFE TRANSPORTATION INFRASTRUCTURE IN CONJUNCTION WITH THE OFFICE OF HOMELAND SECURITY – ILLINOIS TERRORISM TASK FORCE.

The Illinois Terrorism Task Force (ITTF) is responsible for developing and helping to implement the state's terrorism preparedness strategy as established by Executive Order 2003-17. Through the ITTF, 16 committees have been established including transportation to help oversee statewide needs.

The Illinois Department of Transportation and its 44 private and public sector partners provide recommendations and proposals on transportation safety, security, and emergency preparedness funding.

GOALS FOR TRANSPORTATION INFRASTRUCTURE SECURITY:

- Assess statewide transportation infrastructure safety, security and emergency preparedness, and provide recommendations and proposals.
- Provide training and education and reference materials to appropriate public and private organizations on the security of Illinois transportation systems.
- Develop an evacuation plan for Illinois' urban areas with input from public and private sectors.

IV. TRADE-OFFS AND CHOICES

Policies and goals presented in this draft plan are products of a public involvement process that sought input from users of the transportation system. A series of statewide public forums and outreach meetings to specific impacted groups yielded a wide array of priorities for the Department to consider. In addition, federal laws that outlined broad societal priorities were also considered. The resulting policies and goals in this document will help guide program decision-making for each of the Department's modal programs and for moving closer toward a seamless intermodal system.

The state transportation plan is just one of several inputs into the development of multi-year transportation programs. The current condition of the existing system and the availability of transportation funds are key ingredients to the final decisions that make up the programs developed by the Department.

As with any government program, the ability to meet all the priorities of the public, as well as the societal priorities included in federal legislation, become inherently impossible. In some cases, priorities conflict. More often, scarce funding resources limit the ability to respond to all priorities. While efforts are made to address all issues, concerns and priorities of the public, competing against a wide variety of social, environmental and economic needs make it extremely difficult to receive full funding for programs. As a result, trade-offs and choices must be made.

The process of making trade-offs involves consultation with the Governor and the state legislature. The Governor and the legislators are elected to represent and consider their constituents' interests when vying for the limited resources available through state funding. These elected officials make choices based on their judgment and commitments to their constituents and their assessments are confirmed or rejected by the choices the public makes at each election.

The Department receives guidance from the legislature in two ways: (1) the appropriation of state funds for transportation programs which sets program investment levels, as well as priorities for modal priorities; and (2) direct communication with legislative leaders and individual legislators concerning issues important to their districts and constituents. Likewise, the Governor sets guidelines, concurs in trade-offs and approves the final decisions made to develop and implement improvement programs.

APPENDIX

TRANSPORTATION PLANS, PROGRAMS AND OTHER PUBLICATIONS

Following is a list of transportation plans, improvement programs and other documents produced by the Department. The plans outline the scope of specific modal systems and strategies for making improvements. The programs list individual projects that are scheduled for implementation for a specified time. In addition, the Department annually publishes "For the Record," a document that identifies the projects in the highway program that were accomplished. Other documents published provide important statistics on the Illinois transportation system. Many of the documents listed below are available on the Department's website, www.dot.il.gov or can be obtained by contacting:

Illinois Department of Transportation
Office of Planning and Programming
2300 South Dirksen Parkway
Springfield, Illinois 62764
1-800-493-3434
1-217-524-4875 TTY

TRANSPORTATION PROGRAMS

- Illinois Transportation Enhancement Program, Cycle IV, September 1999
- Illinois Transportation Enhancement Program, Cycle V, August 2000
- Proposed Airport Improvement Program for FY 2004-08
- FY 2006-2011 Proposed Highway Improvement Program
- Proposed Improvements for Illinois Highways for FY 2006
- FY 2006-2008 Statewide Transportation Improvement Program
- Proposed Public Transportation Improvement Program for FY 2004-08
- Proposed Rail Improvement Program for FY 2003-2007

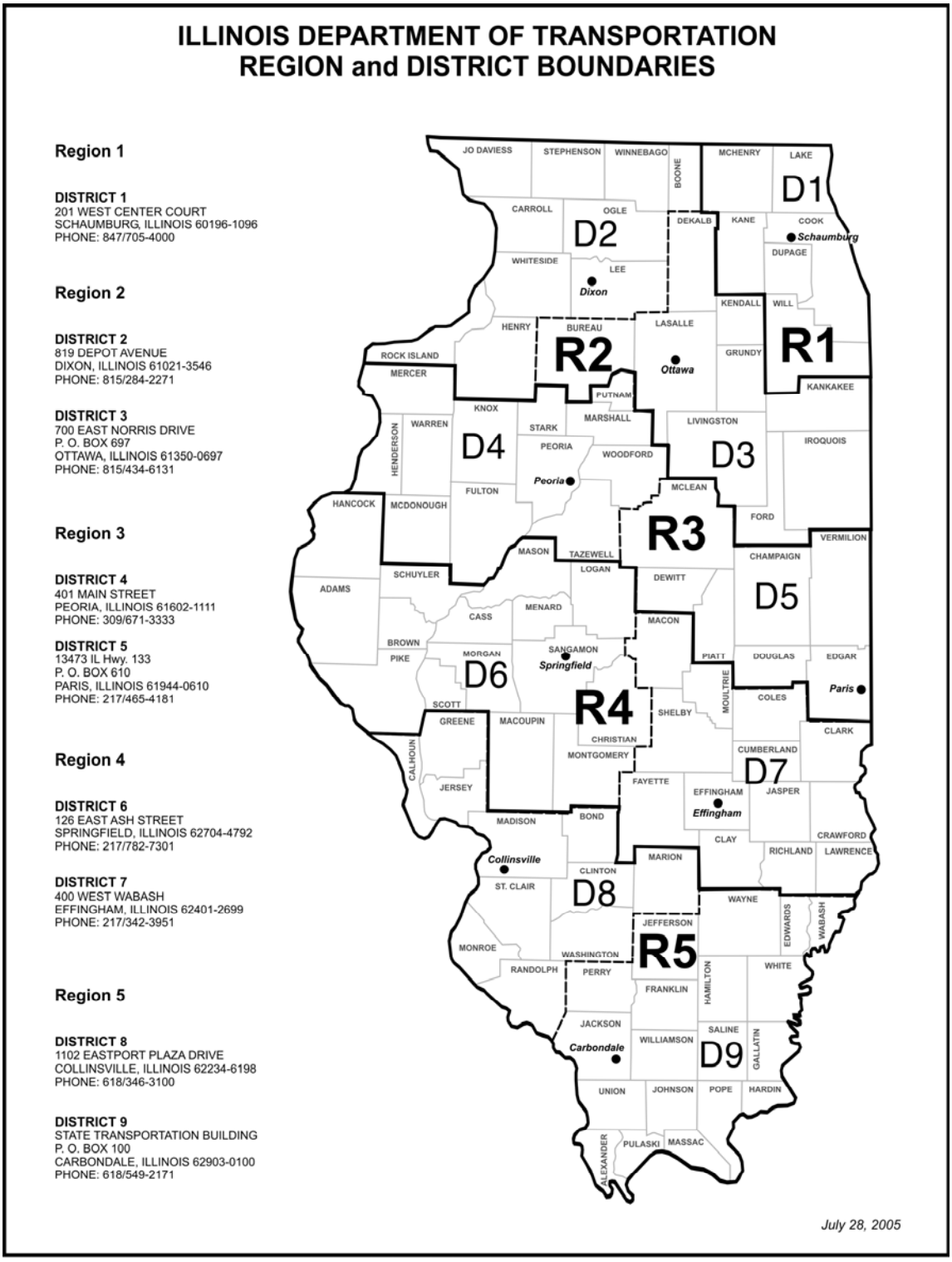
OTHER DOCUMENTS

- For the Record, FY 2005
- Illinois Crash Facts, 2003
- Illinois Travel Statistics, 1997 – 2004

TRANSPORTATION SAFETY PROGRAM INFORMATION

- Illinois Comprehensive Highway Safety Plan (CHSP), 2005
- Evaluation of Traffic Law Enforcement Program (TLEP) and Local Alcohol Program (LAP) Projects in Illinois, January 2005
- Evaluation of IMaGE (Integrated Mini-Grant Enforcement Program) Projects in Illinois in 2004
- Evaluation of MAP (Mini-Alcohol Program) Projects in Illinois in 2004
- Evaluation of the "Click It or Ticket" Campaign During April-June 2004 Mobilization in Illinois
- The Illinois Statewide Spring/Summer/Fall 2004 Alcohol Impaired Driving Enforcement Campaign Survey

Following is the Illinois Department of Transportation's Regional District map outlining the region and district boundaries.



ILLINOIS STATE TRANSPORTATION PLAN

GLOSSARY OF ACRONYMS

AAR	Association of American Railroads
ADA	Americans with Disabilities
AVI	Automated Vehicle Identification
AVMT	Annual Vehicle Miles Traveled
CAA	Clean Air Act
CMAQ	Congestion Mitigation/Air Quality
CREATE	Chicago Region Environmental and Transportation Efficiency Program
CSS	Context Sensitive Solutions
CTA	Chicago Transit Authority
DCEO	Department of Commerce and Economic Opportunity
DMS	Digital Message System
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
HOT	High-Occupancy Tolling
HOV	High-Occupancy Vehicle
HSIP	Highway Safety Improvement Program
IDOT	Illinois Department of Transportation
IMaGE	Integrated-Mini-Grant Enforcement
ITEP	Illinois Transportation Enhancement Program
ITS	Intelligent Transportation Systems
LAP	Local Alcohol Program
LRTP	Long Range Transportation Plan
MAP	Mini-Alcohol Program
MFT	Motor Fuel Tax
MPO	Metropolitan Planning Organizations
MRB	Mississippi River Bridge
MYP	Multi-Year Program
OMP	O'Hare Modernization Program
OR	Opportunity Returns Program
PMT	Person-Miles of Travel
RTA	Regional Transportation Authority
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
STIP	Statewide Transportation Improvement Program
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TLEP	Traffic Law Enforcement Program
VII	Vehicle Infrastructure Integration